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SOURCE Newspapers as indicated.

CONCLUDES SINO-SOVIET RAILWAYS THROUGH-SERVICE AGREEMENT;
REPORTS ON CH'ENG-TU--CHUNGKING RAILWAY CONSTRUCTION

[Numbers in parentheses refer to appended sources.]

During the first few months of 1951, articles relating to railways appearing in the Chinese press were both numerous and varied. On 14 March 1951, the Sino-Soviet Railways Through-Service Agreement, which was to go into effect on 1 April 1951, was signed in Peiping. On 30 March 1951, the Nationalist Minister of Foreign Affairs had the following to say regarding this agreement:

"The signing of this illegal agreement was not only another instance of the Chinese Communists selling out of the country's rights and privileges, but also was additional proof of the USSR's broadening preparations for large-scale military aggression in the Far-East. The Nationalist government and the people of China will not recognize this railway agreement as having any binding force." (1)

Emulation Drives

In connection with the struggle in which China is now engaged in Korea, the patriotic appeals to "Aid Korea and Resist America," "Defend the Country and Homes," etc., are brought to bear on railway workers as on all other workers. Emulation drives, such as reduction of accidents and delays, punctuality, reduction of time for inspection and repair of rolling stock, longer hauls per day and heavier hauls by locomotives and crews, longer records of operation without accidents or necessity for major overhauls, shorter average turnaround time for freight cars, increase in daily average and aggregate amount of car loadings, etc., are also being pushed by the Chinese Communist authorities, and it appears that some success is being achieved along this line as indicated by the following reports extracted from the Communist press:

- 1 -

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50X1-HUM

"On 25 December 1950, the big freight locomotive, Youth, hauled a train of 93 cars weighing an aggregate of 4,147 tons. On 1 January 1951, locomotive No 1157 surpassed this record by drawing cars weighing a total of 4,343 tons. During 1950, the locomotive, Iron Bull, attached to the Sui-hua Section of the Northeast railways made a record of running 224,363 kilometers without an accident or breakdown."(2)

"During December 1950, 20 locomotive crews operating on the lines under the control of the Shanghai Railway Bureau took part in specially arranged attempts to haul loads above the standard loads assigned to individual locomotives. In January 1951, 77 crews made such attempts and 62 were successful. The increased performance accomplished in these attempts amounted to 10,966,315 ton-kilometers, which represents, at the lowest scale of freight charges, a revenue increase of more than one billion yuan for the Shanghai Railway Bureau."(3)

"The East K'ai-feng Railway Shops have the reputation of being the model shops among all the shops of the Central and South China area. They have been the most prolific in constructive suggestions that have been widely adopted and have led to substantial savings of time, materials, and costs."(4)

"In January 1951, the number of accidents and cases of moderately serious trouble on the Tsingtao-Tsinan line was 30 percent less than the average for the last 3 months in 1950. The average time during which locomotives were out of service for inspection and repairs was also 20-30 percent less in January 1951 than during the preceding quarter."(5)

Scores Poor Management

High-ranking railway officials are still troubled by the lack of trained and experienced personnel needed to run efficiently the railway lines in China. Criticism is not spared when weaknesses and poor management are discovered by the Communist officials. In February 1951, the Peiping Jen-min Jih-pao and the Tsingtao Jih-pao reported on the existing weaknesses and poor management within their areas, as follows:

"Many stationmaster and train dispatchers operating on the lines under the jurisdiction of the Shanghai Railway Bureau are lacking in diligence and sagacity, which has led to numerous wasteful delays in the loading of cars and in the make-up of trains. In January 1951, there were 2,678 instances of such delays where trains were forced to stop and wait outside of stations or station yards, causing considerable costly waste and snarling up of schedules."(6)

"There are many untrained and inexperienced workmen being employed at the railway shops, particularly at Ssu-fang on the Tsingtao-Tsinan line. However, they are undergoing instruction, and are making progress in skill and in lessening waste of materials."(7)

Ch'eng-tu--Chungking Line Progress

In a letter of greeting to Mao Tse-tung on the occasion of the 27th anniversary of the Railway Workers' Labor Union clash with the authorities at Cheng-chou on 2 February 1924, the railway workers engaged in the construction of the Ch'eng-tu--Chungking Railway gave the following account on the construction progress of this line:

"Within little more than 6 months since June 1950 when the People's government began work on this line, we have completed 5,070,000 fang of earth and stone work, built 34 bridges and large culverts, 11 tunnels, and laid 83 kilometers of track. Recently, we assembled eight new locomotives which are now in operation on the track which has been laid. We are now able to lay track at the rate of 4.08 kilometers per day. We promise to strive to complete this project ahead of schedule."(8)

- 2 -

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SOURCES

1. Hong Kong, Kung-shang Jih-pao, 1 Apr 51
2. Peiping, Jen-min Jih-pao, 7 Jan 51
3. Shanghai, Chieh-fang Jih-pao, 12 Feb 51
4. K'ai-feng, Honan Jih-pao, 20 Feb 51
5. Tsingtao, Tsingtao Jih-pao, 19 Feb 51
6. Peiping, Jen-min Jih-pao, 26 Feb 51
7. Tsingtao, Tsingtao Jih-pao, 21 Feb 51
8. Tientsin, Tientsin Jih-pao, 8 Feb 51

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- 3 -

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